

The Somerset County Star.

P. L. LIVENGOOD, Editor and Publisher. Mrs. P. L. LIVENGOOD, Associate Editor.

Entered at the postoffice at Elk Lick, Pa., as mail matter of the Second class.

SUBSCRIPTION RATES. The Star is published every Thursday, at Elk Lick, Pa., at the following rates: One copy one year \$1.50. One copy six months .90. One copy three months .50. One copy one month .25. Single copies .10.

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For Sale! I hereby offer for sale, on easy terms, the brick hotel property at the north end of Grant street, Salisbury, Pa., adjoining the residence property of Mrs. J. W. Beachy. There is 2 1/2 acres of ground with this property, all of which is offered for sale with the buildings, or will sell only part of the ground, as the purchaser prefers. The house has thirteen rooms, and there is also a stable, ice house and other out buildings on the lot. Stable has room for about twelve horses. For further particulars apply to S. J. Lichty, Elk Lick, Pa.

WANTED! \$1000 on good mortgaged security. For full particulars call at THE STAR office.

Coin Envelopes for sale at THE STAR office. Just the thing for Sunday schools and churches.

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FOR SALE! Two New 7-drawer American Union Sewing Machines. These machines are of a superior make and finish, and for genuine merit can hardly be excelled. They are beautiful and are as good as they are handsome. We obtained them from the manufacturers in exchange for advertising space, and we can sell them for less than half the price agents would ask you to pay. Call at THE STAR office and see these machines, if you want anything in that line.

BRATTY'S PIANOS AND ORGANS. Hon. Daniel F. Beatty, the great Organ and Piano manufacturer, is building and shipping more Organs and Pianos than ever. In 1870 Mr. Beatty left home a penniless plow-boy, and by his indomitable will he has worked his way up so far as to sell for nearly 100,000 of Beatty's Organs and Pianos since 1870. Nothing seems to dishearten him; obstacles laid in his way, that would have wrecked an ordinary man forever, he turns to an advertisement and comes out of it brighter than ever. His instruments, as is well known, are very popular and are to be found in all parts of the world. We are informed that during the next ten years he intends to sell 300,000 more of his make, that means a business of \$30,000,000 if we average them at \$100 each. It is already the largest business of the kind in existence—Send to Daniel F. Beatty, Washington, New Jersey, for Catalogue.

Fancy colored Tissue Paper for sale at THE STAR office. Just the thing for ladies' fancy work.

Pianos, Organs and Sewing Machines. "The man who hath no music in himself, Nor is not moved with concord of sweet sounds, Is fit for treasons, stratagems and spoils; Let no such man be trusted."

Of course you are not as hard as that and you like music whether it is the hum of the piano, the strain of the organ or the thump of the sewing machine. If so, you will hear something to your advantage by calling on us at THE STAR office. We have the inside track on these goods and we don't care how many people know it. Manufacturers of pianos, organs and sewing machines like to pay for their advertising in trade and we like to make the trade when we can sell the goods. Do you see why we can give you inside prices? Pick out the piano, organ, or sewing machine you want, go elsewhere and get prices, then come to us and we will save you money. Call at once at THE STAR office and see the handsome Pianos and Pipe Organ we have on hand now. It is one of the finest and best instruments made. The catalogue price of it is \$300, but you will be surprised when you learn how much less than that we can sell it to you for. We can even sell it for less than the wholesale price. We also have a very fine new sewing machine on hand that we want to show you. "The early bird catches the worm."

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Maple Syrup Cans at C. R. Haselbarth & Son's store, at bottom prices. Work guaranteed. Farmers, give us a call and examine our goods. 2-11.

Induce your friends to subscribe for THE STAR.

He Favors the Electric Road. LOS ANGELES, CAL., Jan. 23, 1892.

EDITOR STAR:—In my last I promised to write you about the Los Angeles electric railway system. I take it for granted that this subject will interest your Salisbury readers, for the reason that the project of an electric railroad between Salisbury and Meyersdale is now being agitated. I see, Mr. Editor, that you are skeptical either as to the advisability or feasibility of this scheme. It can hardly be the latter, as the practicability of the electric railway has been too amply demonstrated to admit of the least doubt as to the efficiency of the service as compared with other methods of locomotion. It must be then that your opposition to the proposition (if indeed you are opposed to it) is founded on the belief that the business interests of your town would not be enhanced by improved transportation facilities. If this is your idea, I think it is erroneous. From a casual view of the situation such might seem to be the case; but in the long run you would find that the business of the town would be stimulated by an electric road. I know of only one institution that would suffer by the institution of electric transit between Salisbury and Meyersdale; that is Mr. John Coleman's hack line. But must the progress of a whole community be retarded on account of one person's private interests? It might be hard on Mr. Coleman to enter in competition with an electric railway, but think of the hundreds of others that would be benefited. The greatest good to the greatest number is the best public policy. An electric road would give employment to ten men, where a hack line employs one. To get even with the innovation Mr. Coleman would have to get a job as conductor or electrician on the electric road. That could be easily arranged, for he is a capable man in any capacity, so even he would not be a sufferer.

In my opinion, there can be no doubt that the convenience of the Salisbury public demands better, more rapid and more frequent communication with Meyersdale. This is due to the fact that Meyersdale is the nearest point on a through line of railway. Your branch railroad is a delusion and a snare so far as passenger service is concerned, and many days in the year your wagon roads are practically impassable. Well do I remember the hours of agony I put in on the road between Salisbury and Meyersdale. Generally when I was in a great hurry I made the trip afoot. There is where I had the advantage of the ladies, the cripples and the aged, who perhaps oft-times had as great occasion to get to Meyersdale in a hurry as I had, but had to depend on the Salisbury railroad or a slow mail coach, which made only one trip a day.

For these reasons, Mr. Editor, I can not help thinking that any method of locomotion that would enable a person to travel to or from Salisbury at an hour of the day, and land him speedily at his destination, would be a great advantage to the town. The only question is, would an electric railroad between Meyersdale and Salisbury pay? That would depend upon the volume of traffic, of course, and in a community so thickly populated as the Caselman valley, I believe sufficient trade could be developed to place the road on a paying basis. The cost of operating an electric road, where fuel is so cheap as in Somerset county, is comparatively light. The great expense would be in building and equipping the line, but capitalists would not hesitate to put up the money if it could be shown that the earnings would be sufficient to pay a fair dividend.

Now my idea is this: If an electric road were built, for instance, from the Meyersdale B. & O. depot, down Meyers avenue, thence via Salisbury street through Beachy town to Sam R. Pike's; thence along the public road to Shaw mines, or crossing the river in the vicinity of the old John R. Lichty place, and following the line of the Salisbury railway pretty closely through Romania, Keystone, etc., to Boynton; thence via the public road to Salisbury and through the borough via Grant and Ord streets to West Salisbury, the most populous part of the valley would be passed through. If trains were run over this, say hourly, a great many passengers would be carried during the course of a day. The entire trip from one end of the line to the other, would necessarily not consume more than one hour, including stops, as electric cars on an unobstructed track are now run at a high rate of speed. The beauty of the service is that the cars are under perfect control of the electrician and can be run slow or fast and be stopped almost instantly, thus enabling passengers to get on or off at any point along the line—a great improvement over steam cars. Another great advantage is that grades and curves cut no figure, so it is possible to lay an electric track along any street or highway without going to the expense of making deep cuts or fills in order to get an easy grade or curvature.

Both freight and passengers can be carried, and that at rates lower than by any of the existing methods. Five cents fare could be charged for short distance rides, and the round trip between Salisbury and Meyersdale could be put down to about 35 cents. The advantages of such a service to Salisbury must be apparent. It would not necessarily take trade from Salisbury to Meyersdale. It is just as natural to imagine the reverse. The time was when it was necessary for people to go to "the Dale" to get what they wanted, and at reasonable prices. But this is no longer the case. I understand that Salisbury has as good stores now as Meyersdale, and that goods are sold as cheap. Think back a few years when Salisbury did not have a single hardware or implement house, or any other store that made pretensions to compete with Meyersdale, and can you blame the people for going to the latter place to trade? With stores equal to those of Meyersdale and prices to suit, you need not fear that Salisbury people will go to the former place to trade. My idea of an electric road for Salisbury, is not to make it easier for the people of Salisbury to get away to do business, but to make it easier for people to come there to trade. For instance, give the people of Keystone mines an opportunity of going to Salisbury as conveniently and cheaply as to Meyersdale, and they are just as apt to do their buying at the former as at the latter. But primarily Salisbury wants the electric road so as to have better communications with the outside world. You have no through line of railroad and no prospects of getting one, and while this condition prevails, you want to make it as easy as possible to get to the nearest station on a through line. An electric road will fill the bill.

Now, Mr. Editor, I don't believe that these suggestions conflict with your own opinions in reality. I think you have been ridiculing the idea of an electric road simply because the Meyersdale editors have been making a hobby of it, and possibly because you thought it improbable that the time was ripe for such an enterprise or that capital could be interested in the undertaking. I confess that I feel somewhat skeptical on the latter point myself. It would take considerable money to put in a plant sufficient to run such a system as outlined above, and it is probable that the road would at first be operated at a loss. As at present operated electric roads do not pay well except in populous cities, but improvements are being so rapidly made in the appliance of electricity, that I believe it is only a question of a few years when electric motor power will be so simple and so cheap as to make it profitable to operate electric roads in the rural districts as well as in the cities. Therefore I do not think it too early to begin to awake the interests of your citizens in this important subject; and for this reason I believe you will give this letter space in your paper, although in apparent opposition to your published views.

I started out to write you about the Los Angeles electric railway system, but I digressed and have already written too much for one letter, so I will defer what I have to say about the Los Angeles electric roads, till I write again.

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In connection with the above article, the editor of this journal wishes to do some commenting. The foregoing makes everything look very rosy indeed for the electric road, and laying all jokes aside, such a road would be a real nice thing in many ways. But W. S. L. has never been much of a financier, having always been noted for looking too much at the beauty and convenience of a thing and not enough at the financial part. He has always been too willing to dive head over heels into ventures of almost any kind, simply because some one showed up the pretty side of something to him. We believe W. S. L. will not deny this, and we feel certain that if he were a millionaire and had his residence here that it would be the easiest thing in the world to talk him into building the much talked of electric road all alone. Lots of fellows with only half as much brain as he has could easily convince him that such a road would pay at least 50 per cent on every dollar so invested.

The fact of the matter is that the financial part of a business venture is the one great object to take into consideration, and it is well to remember that in the matter of advice it is considered by most men more blessed to give than to receive. Of course we do not pretend to say that W. S. L. has given our readers his views in the shape of advice, but we merely want our readers to be considerate in acting upon other people's suggestions, ideas and advice, and not get too enthusiastic on new ventures that require lots of capital. Weigh all such matters well before acting, no matter what is said pro and con by others. Don't entirely ignore the opinions of other people, but don't let them influence your own judgment too much. In other words, try to reason and think for yourself and have good reasons of your own for advocating a thing. Don't advocate anything just because some one else does.

THE STAR does not oppose the electric road because the Meyersdale papers favor it, neither is it the desire of this paper to array itself against progress that is needed and the times are ripe for. We do not believe that the capitalists of Meyersdale are ready to put any money into an electric road, and we know that Salisbury capitalists are not. We do not believe that there are any capitalists in Somerset county who would be willing to sign an agreement to operate, keep in repair and pay the running expenses of the proposed road for all the income it would bring them, even if outside capitalists would come in and pay for the entire building and equipment of the road and

sign an agreement to give the operating company all the earnings of the same. The fact is that the electric road is regarded by most of the people of Salisbury and Meyersdale as a joke. Of course the Meyersdale papers have a great deal to say about it, and they declare that it will be built, but that is more for a lack of something else to write about than anything else. But be it a joke or not, there is just this about it: If it is a joke, it is now stale enough and ought to be shelved. If it is not a joke, and Meyersdale wants to build the road, its citizens can go ahead and do so. No one here will object.

THE STAR is not much afraid of Salisbury trade going to Meyersdale, electricity or no electricity, for no matter whether such a road will ever be built or not, the trade that goes from Salisbury to Meyersdale is bound to grow beautifully less each year. But Salisbury capital can be invested to much better advantage to this community than in an electric railroad to Meyersdale. It can be used in establishing factories at this place that all men know will pay better than a dozen electric railways would, and besides making money on such investments themselves, they can in that way give employment to many more laboring men and thus support a population here that will then create a demand for and make an electric road pay. After we get a few more large manufacturing establishments here, then THE STAR will favor an electric road with all its might and main. But at the present time an electric road for Salisbury to invest money in would be foolish in the extreme, and THE STAR isn't going to urge capitalists to take hold of anything as thin as the Meyersdale electric railway scheme.

FREE CRAYON PORTRAITS & FRAMES

To all our Subscribers for 1892.



We, the publishers of "North American Homes," in order to increase the circulation of our journal throughout the United States and Canada, will spend this year over one hundred thousand dollars among our new subscribers in the form of an artistic Crayon Portrait and a handsome frame (as per cut below), to be made free of charge for every new subscriber to "North American Homes." Our family journal is a monthly publication consisting of 16 pages, filled with the best literature of the day, by some of the best authors, and is worthy of the great expense we are doing for it. Eight years ago the New York World had only about 15,000 daily circulation; to-day it has over 300,000. This was obtained by judicious advertisement and a lavish expenditure of money. What the proprietors of the N. A. World has accomplished we feel confident of doing ourselves. We have a large capital to draw upon, and the handsome premium money we are spending now among our subscribers will soon come back to us in increased circulation and advertisements. The Crayon Portrait will be made for you by one of our artists in this city. Their work is among the finest made, and we guarantee you an artistic Portrait and a perfect likeness to the original. There is nothing more useful as well as ornamental than a handsome framed Crayon Portrait of yourself or any member of your family; therefore this is a chance in a lifetime to get one already framed and ready to hang in your parlor absolutely free of charge.

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For sample of our work we refer you to the editor of this paper.

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\$5000.00. BEATTY'S Organs at Bargains. Daniel F. Beatty, Washington, New Jersey.

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